

# Newport Mercury

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## The Newport Mercury

—PUBLISHED BY—  
**JOHN P. SANBORN,**  
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THE NEWPORT MERCURY was established in June, 1858, and is now in its one hundred and thirty-fifth year. It is the oldest newspaper in the United States, with less than half a dozen exceptions. The oldest printed in the English language. It is a large quarto weekly of fifty-six columns filled with interesting reading—editorial, state, local and general news, well selected miscellany and valuable features; and household departments. Reaching so many households in this and other States, the limited space given to advertising is very valuable to business men.

TERMS: \$2.00 a year in advance. Single copies in wrappers, 5 cents. Extra copies can always be obtained at the office of publication, and the various news rooms in the city.

Specimen copies sent free, and special rates given to advertisers by addressing the publisher.

Societies Occupying Mercury Hall.

ONE. NATHANIEL DORRIS Council No. 8, Order United American Mechanics, Charles H. Clarke, Commander; W. H. G. Johnson, Recording Secretary; meets every Monday evening.

CODDINGTOWN COMMANDERY No. 70, People's Five Year Men's Order, John J. Peckham, Commander, David Stevens, Secretary; meets 1st and 3d Thursday evenings in each month.

REGLAION LODGE No. 42, I. O. of U. S., Geo. R. Chase, Noble Grand; Wm. H. Boone, Secretary; meets every Tuesday evening.

MALDEN LODGE No. 33, N. E. O. P., John J. Peckham, Warden; James H. Goldrick, Secretary; meets 1st and 3d Wednesday evenings in each month.

THE NEWPORT HORTICULTURAL SOCIETY, A. K. McMahon, President; J. J. Butler, Secretary; meets 2d and 4th Thursday evenings in each month.

PRESBYTERIAN LODGE No. 336, R. of H., Die tator, Henry R. Lawton; Reporter, U. H. Chase; meets 2d and 4th Thursday evenings.

REDWOOD LODGE No. 11, K. of P., Julius G. Lutz, Chancellor; Commander, Herbert L. Marsh, Keeper of Records and Seal; meets every Friday evening.

DAVIS DIVISION No. 5, U. R. K. of P., Sir Knight Captain, John H. Withersell; Daniel P. Ball, Recorder; meets last Friday evening in each month.

## Local Matters.

### The Yachts.

The New York Yacht Club fleet arrived here Thursday afternoon, on its annual cruise, and today the race for the Goulet cup is being sailed.

The run to Newport was from New London and it was successful but highly pleasurable.

Many of our citizens and visitors went to Castle Hill and Balmain's Point to witness the approach of the white-winged racers and the almost incessant firing during the afternoon, which followed the first arrival, drew hosts of admiring spectators to the various wharves along the harbor front.

The coming in of the yachts was a grand sight, and later, when the darkness had called forth the illuminations, the harbor presented one of the most beautiful pictures imaginable.

In the race from New London the Lacon, the Jeopards, the Quickest, the Euron, the Clara, the Gloriana, and the Marquitta won in their respective classes.

There was very little in yesterday's weather to enhance the true yachtsman and were it not that the club was anxious to continue its cruise and get away from Newport before Sunday it is not at all probable that any race would have been attempted. The morning dawned bright but calm, but this was soon changed to a thunder shower and tempest, which lasted until nearly 11 o'clock when it again became almost a dead calm; and it was under these latter conditions that the start was finally made. The slow-and-pigs course was the one taken.

The fleet will sail today for Vineyard Haven where it will spend Sunday at anchor. Monday it will race to Marblehead for schooner and sloop cups offered by Capt. Pierpont Morgan of the Corsair and a special prize for keel schooners, given by the regatta committee. While at Marblehead the race for the Commodore's cups will be sailed, after which the squadron will disband.

"Yankee Dan" in Custody.

Daniel D. Sullivan, familiarly known as "Yankee Dan," formerly of this city, who is suspected of assisting in the murder of Anthony Haswell July 19, and for whom detectives have been scouring the country for the past two weeks, was arrested in New York Wednesday and is now held there awaiting the necessary requisition papers. Upon being arraigned in the tombs court Sullivan pleaded not guilty, and his counsel are making a strenuous effort to obtain his release.

The amount of money said to have been secured from Haswell, the murdered man, was \$10,000, which, according to the evidence thus far obtained by the authorities, must have been at least divided in halves.

Martin Dalton, who is implicated with Sullivan in the murder, is still at large, but his arrest is hourly expected.

The engagement is announced of Miss Edith Edgar King, daughter of Mr. J. Edgar King, and Mr. Louis B. McCarg of New York.

## AN IMPORTANT INDUSTRY.

### The Newport Elastic Fabric Company.

A Concern Owned by Newport Money and Run by Newport Help.

The new manufacturing industry which the MERCURY stated some months ago was being established, has now become a fact, and a visit to the old brass foundry buildings near the Old Colony depot will be sufficient to satisfy the most sceptical of the importance and permanency of the plant.

It is a manufacture of elastic and non-elastic loom webs, suspender webbing, cords, braids, corset lacing, etc., and is known as the Newport Elastic Fabric Company. It may be said to be purely a Newport concern, nearly all its stock being owned in this city. Mr. E. F. O'Brien, for several years superintendent of the E. R. Goodridge Manufacturing Co., being the treasurer and manager, and eighty per cent. of the help being composed of young men and young women whose homes are in Newport.

The plant occupies three floors of the building. A large well appointed office or counting room is just at the left of the entrance on the ground floor; the second floor is one large weaving room, and in the third story are the finishing, spooling, warping, sewing machine and rubber thread rooms. In the weaving room there are at present sixteen looms in constant motion throughout the day, and this number is to be increased to twenty-five between now and the 15th of next month, when the daily capacity of the works will be 15,000 yards of elastic and non-elastic web and 300 dozen pairs of suspenders. The work, when it leaves the factory, is all ready for the wholesale or retail merchant, the web, in its various colors, widths and grades, being wound on card and nicely packed in neat pasteboard boxes, each package and each box bearing the company's trade mark, a handsome design including the Old Stone Mill, and the suspenders are fully completed and ready for wear.

For doing this work twenty-five weaving looms and fourteen sewing machines, besides innumerable spool and other machines, and fifty-five men and women are necessary, and kept constantly employed from 7 A. M. to 6 P. M., each working day except Saturday, when a half holiday is given.

### Polo Matches.

The Westchester Polo Club is treating its patrons to excellent sport this season, this week's playing ranking with the best witnessed for several years.

In Saturday's game Messrs. C. C. Baldwin, H. P. Whitney and Moses Taylor, wearing the yellow, against Messrs. Stanley Mortimer, August Belmont and R. L. Agassiz who wore the blue, and the score, for three intervals of play of fifteen minutes each, was 4 goals for the yellows and 3 for the blues.

In a practice game, which followed the regular play, Mr. Agassiz was accidentally hit in the face with a mallet and given a very painful wound. It was at first thought that his jaw had been fractured, but happily this was not so.

Tuesday afternoon's match was between Messrs. Charles Carroll, Stanley Mortimer, C. C. Baldwin, and Moses Taylor, wearing the yellow, and Messrs. H. P. Whitney, T. A. Havemeyer, Jr., and Wm. C. Thorn, wearing the blue, and it resulted in a score of 10 to 6 in favor of the yellows which had one more man than the blues.

The game Thursday afternoon was between Messrs. Thorn, Havemeyer and Whitney, representing the blue, and Messrs. Mortimer, Taylor and Baldwin, representing the yellow, and it proved a very closely contested match. Three intervals of fifteen minutes each were played with a final score of 8 to 7 in favor of the yellows.

The attendance at the various games has been quite large and the playing has been highly appreciated.

### Cottage Entertainments.

This has been a busy week with our cottagers whose entertainments are beginning to crowd each other for want of time. Dinners have been given by Mrs. Herman Oelrichs, Mrs. Addison Thomas, Mr. T. F. Cushing, Mrs. W. V. Sherman, Mrs. Geo. L. Rives, Hon. Perry Belmont, Miss Eunice, Miss Leary, Mr. G. M. Tooker, Colonel J. J. Van Allen, Mr. Henry T. Sloane, Mr. Eliot Gregory, Mr. Stanley Mortimer, Mr. David King, Mr. Ogden Mills, Mr. S. S. Whiting, and Mr. E. L. Winthrop. Luncheons by Mrs. H. M. Brooks, Mrs. S. F. Barger, the Misses Ogden, Mrs. E. T. Potter, Mrs. W. F. Burden, Mrs. Calvin S. Brice, Mrs. William Gammon, Mrs. E. L. Ludlow and Mrs. Geo. L. Rives, and receptions by Mr. Smith Clift, Mr. and Mrs. Arthur B. Emmons, Mrs. C. N. Beach, Mr. Perry Belmont and Miss Leary.

There have been two well attended and highly enjoyed drag hunts this week. The first meet was at Coddington Point Tuesday and the other was at the One-Mile Corner yesterday. These hunts are under the direction of Mr. J. J. Owyer, who is sure to make them a success.

## Rev. Mr. Arrington Installed.

Rev. W. F. Arrington was installed pastor of the First Baptist church Thursday evening with the usual interesting and impressive ceremonies, in the presence of a large congregation of the church people. The pulpit platform was tastefully decorated with plants and flowers.

Rev. Warren Handolph, D. D., pastor of the Central Baptist church, presided and after the anthem, "God is our Refuge," had been rendered by the choir consisting of Messrs. Tilley and Holland and the Misses Bailey and Gosling, he opened the meeting by saying that the gathering had been called for a service of great interest to all, but especially to the members of the church, and by expressing the hope that it would ever be a blessing to all.

Rev. Martin F. Howes, pastor of the Second Baptist church, then read from the Scriptures "Son of man I have sent thee a watchman." Rev. H. N. Jeter, pastor of the Shiloh Baptist church, followed with prayer, and the choir sang another anthem after which Rev. J. F. Craig, of the First Presbyterian church, delivered the address of welcome in his characteristic happy strain, closing with "I give you a most cordial welcome and hope we shall stand shoulder to shoulder, and assist each other in every good work."

Rev. Dr. Bass of the First M. E. church was next introduced and he gave a pleasing talk upon the relation of the church to the community, showing the church to have been a great factor for education in New England as was indicated by the motto of old Harvard—"For Christ and the Church."

Rev. E. P. Toller of Lawrence, Mass., the late pastor of this church, delivered the charge and was the closing speaker of the evening. He spoke earnestly upon the relations of pastor and church and of the importance of the two working as one.

After another hymn had been sung the benediction was offered by Rev. Mr. Arrington and the exercises were closed.

The ladies of the Channing Memorial church held a very successful fair this week, which netted a snug little sum for their treasury. Their fancy work tables displayed many novelties and the various other departments were well stocked and very gracefully presided over by charming ladies, both old and young. At the close of the fair Thursday evening the floor was cleared and dancing participated in by a large number.

Mrs. Amarantha R., widow of Hon. Robert S. Chase and mother of Messrs. G. H., J. R. and H. I. Chase, died at her residence in Middletown Thursday, after a lingering illness, and her funeral will be solemnized tomorrow afternoon. Mrs. Chase was a most estimable Christian lady, widely known and sincerely loved, and her death makes many mourners.

Mr. James B. Brown left town Wednesday night for Denver, and will be gone some two weeks. He accompanies his son James who returns to his place of business there after a brief vacation at his old home.

Miss Lyppin's store on Thames street was entered by burglars Wednesday night. The safe was broken into and about \$200 extracted. The money was recovered without prosecution.

Mr. Vanderbilt's steam yacht Alva, recently sunk in Vineyard sound, was sold at auction Wednesday, as she lies, to Perkins & White of New York for \$35,000.

Tally-ho coach Aquidneck attracts much attention during its daily trips to and from Narragansett. This is a "stage line" that promises to be exceedingly popular with our summer visitors.

It is understood that the Marquis du Croix proposes to make extensive improvements to his recent purchase on the Cliffs before another season.

Mr. Ludwig Frank, formerly of this city, has been elected first teacher of drawing for the new manual training school in Providence.

The sons of Gov. George Peabody Wetmore arrived here Wednesday night from Europe, where they have been studying.

Mr. Wm. H. Barber, of New York, is visiting his sister, Mrs. Job A. Peckham, on Kay street.

Mr. John D. Richardson and family have been rascating at the White Mountains this week.

Mr. F. A. Abell has given twenty-five dollars toward the funds of the Shiloh Baptist Church.

## CITY COUNCIL.

Tuesday Evening's Meeting—Another Attempt to Get Special Appropriations for Sewer Work Voted Down—Routine Business.

The City Council held its August meeting Tuesday evening. Mayor Honey presided in the Board of Aldermen and Mr. President Boyle in the Common Council, and all members were present except Alderman Fearing and Councilman Albino. It was not a long session and little or nothing outside of routine business was transacted.

The report of the committee on Finance was read and received and on its recommendation the following bills were ordered paid from the several appropriations:

City Aylmer	\$ 42.51
Police Department	245.00
House for Fuel	3.15
Cars and Public Buildings	619.17
Board of Health	40.01
Public Schools	3,572.72
Fire Department	1,524.81
Police Department	10.75
Streets and Highways	47.63
Watering Streets	32.50
Sewer and Sanitation Improvements	92.10
Lighthouse Station	2,316.61
Removal of House Debris	66.00
Dog Pound	50.00
Bureau of Census	32.75
Common Spacing Fund	18.91
Judicial, Court Ministerial Fund	309.00
Incidentals	625.50
Books, Stationery and Printing	82.13
Total	\$13,273.30

Upon the further recommendation of the committee on Finance Dennis W. Sheehan was given leave to withdraw his petition for relief from obstructions to his property adjoining the city hall property, and later Mr. Sheehan made a formal claim for \$500 damages, through his lawyer.

### JOINT CONVENTION.

Upon the invitation of the Aldermen the two bodies met in joint convention and listened to a somewhat lengthy executive communication upon the subject of sewers, and also, upon recommendation of the Board of Firewards, elected James J. Dugan and Thomas H. Hengar members of No. 8 and No. 7 fire companies respectively.

Immediately after the two bodies separated the report of the committee on Streets and Highways recommending the passage of resolutions ordering work aggregating an expenditure of nearly \$500, was received. The old question of "Where is the money coming from?" meeting with no satisfactory answer, the resolutions were all voted down in the Common Council.

The report of the legislative committee on redefining the city, was received without being read. The monthly report of Street Commissioner Lawton was also received.

A communication from His Excellency Gov. Brown, enclosing Secretary of War Elihu's reply to the resolution passed at the last meeting of the city council, relative to heavy gun practice in the bay, was read and received.

Two largely signed petitions against the erection of electric light poles, were received and referred to the highway committee.

A petition from John B. Modini and wife, for remission of certain taxes, was received and referred to the tax assessors.

The following petitions received and referred to the committee on streets and highways:—Of John Anderson and others, for a new pipe sewer in Third street, between Marsh and Bridge streets, to connect with the latter, and to replace the present brick sewer, which, it is alleged, is in an unsafe condition; of William J. Christmas, for a sewer in Battery street; of Patrick H. Horgan and others, for a sewer in Gibbs street, from Malbone road to Evans street, of Mrs. Ann Cooney, for a sewer in Spring street, between Pope and Fountain streets, and of James A. Swan and others, for macadamizing, without curbstones, Gibbs avenue, between Catherine and Buena Vista streets.

### ALDERMANIC.

Upon the recommendation of the separate Board of Health an ordinance was passed providing for the cleaning, disinfecting and filling up of all cess-pools and privy vaults not in use, within ten days from the receipt of notice from the executive officer of the Board of Health; also providing that no cess-pools or privy vaults shall be constructed hereafter except with the written permission of the Board of Health and in such location and manner as they may provide.

A communication from the separate Board of Health, calling attention to the unsanitary condition of things in the vicinity of Sisson's wharf and Long wharf, was referred to the highway committee with power to act.

The bill for \$50 of A. K. McMahon, state commissioner, for expenses attending the funeral of a veteran, and the bill for damages to poultry of W. J. Underwood, \$11.40 were ordered paid.

Mr. W. H. Walcott, who lately retired from the management of the United States Express Company's Newport interests, was on Saturday evening presented with a handsome Masonic jewel by his late employer.

The matrimonial engagement of Mrs. Florence Cowie, daughter of Mr. and Mrs. Peleg Bryer of this city, and Mr. Irving P. Irons of Providence, is announced.

## Open Air Concerts.

Open air band concerts are very popular in Newport and for the balance of the season there will be at least three of them each week—at Touro Park Tuesday evenings, on the Mall Wednesday evenings, and at Morton Park Thursday evenings. That these entertainments are appreciated by our citizens is shown by the immense audiences which they draw. The music for Touro and Morton Parks is furnished by the Newport band and that for the Mall by the U. S. New Hampshire band.

Mrs. Charles P. Olney, wife of one of Providence's most prosperous young merchants, and sister of Mrs. John J. Peckham and Mrs. W. T. Rutherford, of this city, died at her home in Providence Saturday after a brief illness. The funeral services Tuesday afternoon were attended by a number of Newport relatives and friends.

The Messrs. Weaver of the Ocean House have been forced to change its music for the balance of the season. A disagreement arose between the Roman band's and its agent's representative, which the two men seemed disposed to settle in the hotel corridor, and this, of course, the Messrs. Weaver would not countenance.

The Narragansett Shoe and Leather Association enjoyed its annual dinner at Crescent Park Tuesday and they came to Newport on steamer Thomas A. Morgan. There were about 600 in the party and all appeared to have an excellent time.

Mr. James B. Brown, Jr., who has been enjoying a two weeks' vacation with Newport friends, returned to Denver Thursday, and was accompanied by his father who will spend the remainder of August in the west.

An excellent bust in marble of Dr. Henry E. Turner, by his brother, Mr. William G. Turner, of Florence, is on exhibition at the rooms of the Newport Historical Society on Touro street.

The suburban roads are much enriched these moonlit nights by the presence of numerous tally-ho coaches, whose tooting horns announce their approach long in advance.

Mrs. Augustus J. Rogers, of Milwaukie, and Mrs. A. C. Almy, of Hempstead, L. I., have been visiting Captain and Mrs. H. B. Ryder on Howard avenue.

Mr. and Mrs. Henry Lee, nee Dawley, started for their home in Joliet, Ill., Monday evening accompanied by the best wishes of their many Newport friends.

Miss Sallie Hanley who has been spending her vacation with her parents in this city, returned to her home in Denver, Col., on Thursday last.

Mr. Robert E. Carberry, who figured as plaintiff in the recent Carberry-Long-neck case, died at Hingham, Mass., Tuesday from hemorrhage.

Mr. and Mrs. Joseph P. Mumford, of Philadelphia have been in town this week, guests of Mr. and Mrs. Geo. W. Swinburne, on Broadway.

Rev. G. W. Hunt, late pastor of the Thames street M. E. church spent Tuesday with his daughter, Mrs. E. Y. Mason, on Broadway.

Mr. John E. Parsons, of New York, has been entertained this week by Mr. Theo. M. Davis at his elegant villa on Ocean avenue.

Mr. and Mrs. John Mayer are visiting Mrs. Mayer's parents, Mr. and Mrs. Theodore A. Havemeyer on Bellevue avenue.

Gunner A. A. Phelps, U. S. N., has been ordered to the Portsmouth navy yard to which place he will remove his family.

Mr. and Mrs. Fred Bronson, of New York, have been guests of Mr. Egerton L. Winthrop, on Bellevue avenue, this week.

Mr. Wm. K. Thorn, Jr., has returned from Europe, bringing with him several polo ponies for the season's play.

Mayor Honey has been appointed a member of the executive board of the Democratic national committee.

Mr. Benj. Finch, 24, of West Superior, Wis., is visiting his mother, Mrs. James B. Finch, on High street.

Rev. Philip Grace, D. D. of St. Mary's, attended the funeral of Rev. Father Kain at Valley Falls Monday.

Mr. Walter Nichols, of Brooklyn, is visiting his sister, Mrs. Wm. B. Bliss, on Marlboro street.

Capt. J. C. Clifford, of schooner D. B. Fearing, spent Sunday with his family in this city.

## CLEANING FROM HISTORY.

Presented by JAMES C. SWAN.

### Probus XXXVII, Emperor of Rome.

Tacitus XXXVI Emperor of Rome whose reign only about six months to the general satisfaction of all men; Prince worthily commended by all the Roman writers, but his actions not very particularly recorded by any; died in the 102nd year of the city, 278 years after the birth of our Saviour and 53 years after the public sale of the empire by the soldiers.

Immediately after the death of Tiberius, the capitalists and commanders drew their soldiers into the field; and without any former request, practice or agreement, began to show how necessary it was to make choice of an Emperor who was eminent for his Valor, Honesty, Piety, Clemency and Probity; which speech was used in many parts of the army, and Probus always brought up the rear of the Virtues. Whereupon the soldiers took the hint, and without any private conference unanimously cried out, Let Probus be Emperor Augustus! and immediately he was proclaimed Emperor with great acclamations, and solemnity. About the same time Florian, brother to the late Emperor, took upon him the Empire, which he did through the favor of some other legions, and certain men of the highest rank amongst the army. He did not, however, continue long in this exalted position, before he perceived the interest of Probus too powerful for him; and understanding that the soldiers were ready to abandon him, about two months after he had assumed the title of Emperor, he followed the example of Quintillus, and died by opening his veins. Probus, had before this, wrote to the senate, excusing himself for accepting of the Empire without their knowledge and consent, blaming the irregular actions of Florian, which constrained the army to choose him. Upon the receipt of which his election was immediately approved and applauded by the senate, who gave him the title of Augustus, and Pater Patrie, made him Pontifex Maximus, and invested him with Tribunician power. Probus was about 41 years of age when he entered upon the Empire; and was born of noble parents in a city called Strimium in Pannonia, being brought up to war in his youth. He soon became famous for his great valor and conduct and performed many valuable pieces of service under Valerian, Gallienus, Claudius and Aurelian. In attacking of towns he was frequently the first man on the scaling-ladders, the first that entered the enemies camp; and no less remarkable for single combats, and the saving of the lives of many valiant Romans for which, and other exploits, he was rewarded with many olive crowns, collars, bracelets, lances and banners, with other ornaments and martial privileges.

Being now confirmed in the empire by the senate, he permitted that body to judge of appeals, to create the Proconsuls, and many other matters of the like nature; and having established all things in the best order in the East, he returned into Europe and Italy; where he made it his principal concern to levy a powerful army to march into Gaul, which was now over run by the Germans, who possessed themselves of all the principal places of that country. Arriving in Gaul, a severe and bloody war began, the soldiers on either side being very expert and valiant. Many sharp battles were fought, one of which continued for two days, being only parted by the darkness of the night; victory sometimes inclined to the Romans, and as often to the Germans; till Probus, at last prevailed, and gave them a total overthrow. In this and other battles he killed no less than 400,000 of the enemy, brought nine kings to subjection and submission, recovered sixty of their principal cities, and all the lands they had possessed. For the great victories the citizens of Rome made great feasts and rejoicings, and many solemn sacrifices and thanksgivings to their Gods.

The Goths and Vandals fleeing the Emperor often embarrassed in wars and insurrections, and trusting to their own strength and multitude resolved to invade all the provinces of the Empire, ravaging and plundering all parts after a most barbarous manner, which being well considered by Probus he resolved to hazard it in person, and in a few years time he engaged them in several places, in which battles great numbers were slain on both sides. But conquering all difficulties, he dispersed all their numerous herds, and compelled those who escaped death and captivity to fly beyond the confines of the Roman dominions. After this Probus returned to Rome, and entered the city in a most solemn triumph, and all persons mouths were filled with the praises of this Emperor having in a few years time suppressed the Germans, the Blemyses, the Goths and Vandals, besides several tyrants and usurpers. His triumph was most noble and magnificent, being accompanied by soldiers of all nations, as well as captives, and many famous commanders, particularly Diocletian, Carus, Constantine and Maximian, who were formed by the discipline of Probus, and became afterwards Emperors. The triumph being finished, the next day according to ancient custom began the feasts, games and spectacles, in which were greater variety of hunting and encounters of wild beasts, than was ever known before. For which purpose the Emperor caused in the Circus Maximus, a mountain and a large grove of trees to be set there, after the manner of a forest, as though they grew naturally. The place was so large and spacious, that a thousand oxen were hunted in it, a thousand stags, a thousand mountain goats, a thousand wild boars, a thousand fallow deer, and other kinds of beasts; and the people were permitted to kill, and take at their pleasure. The following day in the same place, were let loose a 100 large lions, which filled the air with their roarings, 100 Libyan, and 100 Syrian leopards, 100 Horses, and 300 bears. All which were succeeded by great numbers of gladiators, and other warlike exercises.

Having taken all necessary care concerning a peaceable government, according to the greatness of his mind, he resolved to march again into the East, with a desire utterly to destroy the kingdom of the Persians and Parthians; for now there remained no other enemy which he thought able to disturb that peace which he had established in the empire. Coming to Strimium in Pannonia, the place of his nativity, and being desirous to improve that part of the country, he believing that soldiers ought not to eat the bread of their country for nothing, set several thousands of his soldiers upon draining a Fen, and making a vast Pond to receive the waters, that the lands might become a useful and profitable to the inhabitants of Strimium. The fatigue of this work, and his great restraint of the soldiers licentious temper, so enraged them, that they conspired his death; and taking a convenient opportunity, as he marched towards Greece, they destroyed him. Such was the unfortunate death of Probus, the thirty-seventh Emperor of Rome, in the 90th year of his age, after a glorious reign of about six years and four months; a short time for so many noble acts and enterprises. He was a Prince of extraordinary worth and valor, equal to Aurelian in military renown, and excelling him in courteous behavior, and had done infinite service to the public, yet was ruined by his own perhaps indiscreet, and untimely though just carriage towards his soldiers. Yet his army in general had so great an esteem for him, that they erected him a noble monument with this epitaph: "Here lies the Emperor Probus, for his goodness justly called Pater Patrie, of all the barbarous Nations and Usurpers a conqueror. He died in the 102nd year of the city, 201 years after the settlement of the Empire of Augustus, 282 after our Saviour's nativity, 184 years after the last of the Twelve Caesars, and 89 after the public sale of the Empire by the soldiers."

### St. John's Sale.

The ladies of St. Mary's Guild, connected with St. John's chapel, who have been busily at work during the past few months preparing for their annual sale, have completed their arrangements and the sale, which is to take place at Masonic Hall on Wednesday and Thursday of next week, promises to be a very entertaining affair. The program includes, among other attractions, a musical entertainment, a high ten, music and dancing, as well as the usual paraphernalia of a sale in the form of refreshments and fancy work. The ladies who have charge have secured the services of artists in the various lines of entertainment and everything points to a grand success.

### Real Estate Sales.

Simcon Hazard has sold for Joseph Galbraith and wife, their cottage and lot of 5,000 square feet of land on Halcyon street, to Joseph Lewis and wife on private terms.

DeHolis, Hunter & Eldridge have sold for William H. Streeter his place on the Cliffs, known as the Livingston cottages, to Richard de Legerot, Marquis du Croix, of New York.

David B. Carr and others have sold 408 square feet of land with buildings on Appleby avenue to John Congdon for \$1, etc.

Mr. Geo. A. Brown, Jr., one of the well known of Middletown's younger farmers, died at his home on Brown's lane yesterday morning after a two-days' illness from cholera morbus. Mr. Brown was only about twenty-five years of age, of high character, honest and industrious, and was married last spring to Miss Ida, daughter of Mr. James T. Peckham, also of Middletown. The young wife and the aged father will have the sympathy of a wide circle of friends in their great bereavement.

The annual Sunday school picnic of the United Congregational church will take place at Southwick's Grove next Thursday, weather permitting, and next Friday the Sunday school of the Thames street M. E. church will go to Rocky Point.

Recent sales of local stock by J. H. Barney, Jr. & Co., include 3 shares of Aquidneck National Bank, at \$20.00, small block of Arctic Ice Co., at \$100, and Newport Street Railway common stock at \$102.60.

Major Cushing's battery returned to Fort Adams Thursday morning after a week's camp on the Ryster farm, occupied by Mr. H. Arter Carey.

## MIDDLETOWN.

The St. Columba Guild of the Berkeley Memorial chapel, will hold a fair to the house and grounds of the Rev. John T. Huntington, just north of the chapel, on Tuesday, August 9th, through the afternoon and evening, or if Tuesday is unpleasant, on Wednesday. Music will be furnished through the evening by the Berkeley Band. The fair is held for the benefit of the chapel, for the support of its work and services through the winter.

The Sunday service at Holy Cross chapel, Middletown, will be omitted. The funeral of Mrs. Robert S. Chase will be attended from her late residence at 2 P. M.



## The Great War Syndicate.

By FRANK E. STOCKTON.

Author of "Budding Grange," "Aunt Eliza," "The Sea King of Old," "The Christmas Week," "The Lady of the Lake," "The Little Man," "The Coming Away of Mrs. Looke and Mrs. Alcock," "The Boatman," etc.

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## SECTION V.

When the fog rose the glasses of the Admiral showed the approach of no craft, but it was observed in looking over the stern that the beggarly devil fish which had the ship in tow appeared to have made some change in its track.

In the afternoon of that day a frigate boat was sent from the repeller to the Admiral. It was allowed to come alongside, but when the British captain found that the syndicate merely renewed his demand for his surrender he waxed fiercely angry, and sent the boat back with the word that no further message need be sent to him unless it should be complying with the conditions he had offered.

The syndicate now gave up the task of inducing the captain of the Admiral to surrender. Crab C was commanded to continue towing the great ship southward, and to keep her well away from the coast, in order to avoid danger to seaport towns and coasting vessels, while the repeller steamed away.

Week after week the Admiral moved southward, roaring away with her great guns whenever an American sail came within possible range, and surrounding herself with a circle of burning bombs to let any crab know what it might expect if it attempted to come near. Flaming and thundering, stern foremost but stoutly she rode the waves, ready to show the world that she was an invulnerable British battle ship, from which no enemy could snatch the royal colors which floated high above her.

It was during the first week of the involuntary cruise of the Admiral that the syndicate finished its preparations for what it hoped would be the decisive movement of its campaign. To do this a repeller and six crabs, all with extraordinary powers, had been fitted out with great care, and also with great rapidity, for the British government was working night and day to get its fleet of ironclads in readiness for a descent upon the American coast. Many of the British vessels were already well prepared for ordinary naval warfare; but to resist crabs additional defenses were necessary. It was known that the Admiral had been captured, and consequently the manufacture of stern jackets had been abandoned, but it was believed that protection could be effectually given to rudders and propeller blades by a new method which the admiral had adopted.

The repeller which was to take part in the syndicate's proposed movement had been a vessel of the United States navy which for a long time had been out of commission and undergoing a course of very slow and desultory repairs in a dock yard. She had always been considered the most unlucky craft in the service, and nearly every accident that could happen to a ship had happened to her. Years and years before, when she would set out upon a cruise, her officers and crew would receive the humorous sympathy of their friends, and wagers were frequently laid in regard to the different kinds of mishaps which might befall this unlucky vessel, which was then known as the Tallapoosa.

The syndicate did not particularly desire this vessel, but there was no other that could readily be made available for its purposes, and accordingly the Tallapoosa was purchased from the government and work immediately begun upon her. Her engines and hull were put into good condition, and outside of her was built another hull, composed of heavy steel armor plates and strongly braced by great transverse beams running through the ship.

Sail outside of this was placed an improved system of spring armor, much stronger and more effective than any which had yet been constructed. This, with the armor plate, added nearly fifteen feet to the width of the vessel above water. All her superstructures were removed from her deck, which was covered by a curved steel roof, and under a bomb proof canopy at the bow were placed two guns capable of carrying the largest sized motor bombs. The Tallapoosa, thus transformed, was called Repeller No. 11.

The immense addition to her weight would of course interfere very much with the speed of the new repeller, but this was considered of little importance, as she would depend on her own engines only in time of action. She was now believed to possess more perfect defenses than any battle ship in the world.

Early on a misty morning Repeller No. 11, towed by four of the swiftest and most powerful crabs, and followed by two others, left a northern port of the United States, bound for the coast of Great Britain. Her course was a very northerly one, for the reason that the syndicate had planned work for her to do while on her way across the Atlantic.

The syndicate had now determined, without unnecessarily losing an hour, to plainly demonstrate the power of the instantaneous motor bomb. It had been intended to do this upon the Admiral, but as it had been found impossible to induce the captain of that vessel to evacuate his ship, the syndicate had decided to exhibit the efficiency of their new agent of destruction upon a disabled craft crowded with human beings.

This course had been highly prejudicial to the claims of the syndicate, for as Repeller No. 11 had made no use in the contest with the Admiral of the motor bombs, it was generally believed on both sides of the Atlantic that she carried no such bombs, and the conviction that the destruction of the Canadian port had been effected by means of mines continued as strong as it had ever been. To correct these false ideas was now the duty of Repeller No. 11.

For some time Great Britain had been sending forwarding troops and munitions of war to Canada, without interruption from her enemy. Only once had the syndicate's vessels appeared above the banks of Newfound, and as the

number of these peculiar craft which necessarily be small, it was not supposed that their line of operations would be extended very far north, and no danger from them was apprehended, provided the English vessels laid their courses well to the north.

Shortly before the sailing of Repeller No. 11, the syndicate had received news that one of the largest transatlantic mail steamers, loaded with troops, and with heavy cannon for Canadian fortifications, and accompanied by the Craglevin, one of the largest ironclads in the Royal navy, had started across the Atlantic. The first business of the repeller and her attendant crabs concerned these two vessels.

Owing to the power and speed of the crabs which towed her, Repeller No. 11 made excellent time; and on the morning of the third day out the two British vessels were sighted. Somewhat altering their course, the syndicate's vessels were soon within a few miles of the enemy.

The Craglevin was a magnificent war ship. She was not quite so large as the Admiral, and she was unprovided with a stern jacket or other defense of the kind. In sending her out the admiralty had designed her to defend the transport against the regular vessels of the United States navy; for although the nature of the contract with the syndicate was well understood in England, it was not supposed that the American government would long consent to allow their war vessels to remain entirely idle.

When the captain of the Craglevin perceived the approach of the repeller, he was much surprised, but he did not hesitate for a moment as to his course. He signaled to the transport, then about a mile to the north, to keep on the way while he steered to meet the enemy. It had been decided in British naval circles that the proper thing to do in regard to a repeller was to ram her as quickly as possible. These vessels were necessarily slow and unwieldy, and if a heavy ironclad could keep clear of crabs long enough to rush down upon them, there was every reason to believe that the "ball bouncer," as the repellers were called by British sailors, could be crushed in below the water line and sunk. So, full of courage and determination, the captain of the Craglevin bore down upon the repeller.

It is not necessary to enter into details of the ensuing action. Before the Craglevin was within half a mile of her enemy she was seized by two crabs, all of which had cast loose from the repeller, and in less than twenty minutes both of her screws were extracted and her rudder shattered. In the meantime two of the swiftest crabs had pursued the transport, and coming up with her, one of them had fastened to her rudder, without, however, making any attempt to injure it. When the captain of the steamer saw that one of the sea devils had him by the stern, while another was near by ready to attack him, he prudently stopped his engines and lay to, the crab keeping his ship's head to the sea.

The captain of the Craglevin was a very different man from the captain of the Admiral. He was quite as brave, but he was wiser and more prudent. He saw that the transport had been captured and forced to lay to; he saw that the repeller mounted two heavy guns at her bow, and whatever might be the character of those guns, there could be no reasonable doubt that they were sufficient to sink an ordinary mail steamer. His own vessel was entirely out of his control, and even if he chose to try his guns on the spring armor of the repeller, it would probably result in the repeller turning her fire upon the transport.

With a disabled ship, and the lives of so many men in his charge, the captain of the Craglevin saw that it would be wrong for him to attempt to fight, and he did not fire a gun. With as much calmness as the circumstances would permit he awaited the progress of events.

In a very short time a message came to him from Repeller No. 11, which stated that in two hours his ship would be destroyed by instantaneous motor bombs. Every opportunity, however, would be given for the transfer to the mail steamer of all the officers and men on board the Craglevin, together with such of their possessions as they could take with them in that time. When this had been done the transport would be allowed to proceed on her way.

To this demand nothing but acquiescence was possible. Whether or not there was such a thing as an instantaneous motor bomb the Craglevin's officers did not know; but they knew that if left to herself her ship would soon attend to her own sinking, for there was a terrible rent in her stern, owing to a pitch of the vessel while one of the propeller shafts was being extracted.

Preparations for leaving the ship were therefore immediately begun. The crab was ordered to release the mail steamer, which, in obedience to signals from the Craglevin, steamed as near that vessel as safety would permit. Boats were lowered from both ships, and the work of transfer went on with great activity.

There was no lowering of flags on board the Craglevin, for the syndicate attached no importance to such outward signs and formalities. If the captain of the British ship chose to haul down his colors he could do so, but if he preferred to leave them still bravely floating above his vessel, he was equally welcome to do that.

When nearly every one had left the Craglevin, a boat was sent from the repeller, which lay near by, with a note requesting the captain and first officer of the British ship to come on board Repeller No. 11 and witness the method of discharging the instantaneous motor bomb, after which they would be put on board the transport. This invitation struck the captain of the Craglevin with surprise, but a little reflection showed him that it would be well to accept it. In the first place, it was in the nature of a command, which in the presence of six crabs and a repeller it would be ridiculous to disobey, and, moreover, he was moved by a desire to know something about the syndicate's mysterious engine of destruction, if, indeed, such a thing really existed.

Accordingly, when all the others had left the ship, the captain of the Craglevin and his first officer came on board the repeller, curiously observing the spring armor over which they passed by means of a light gangboard with hand rail. They were received by the director at one of the hatches of the steel deck, which were now all open, and conducted by him to the bombproof compartment

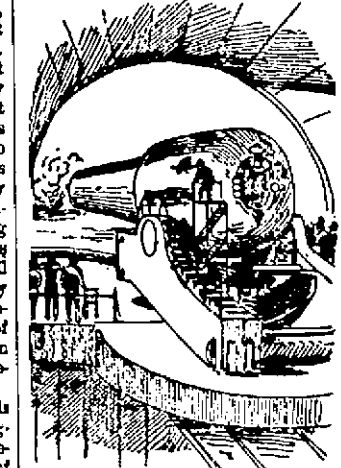
in the bow. There was no reason why the nature of the repeller's defenses should not be known to the world nor adopted by other nations. They were intended as a protection against ordinary shot and shell; they would avail nothing against the instantaneous motor bomb.

The British officers were down the motor bomb to be discharged, which, externally, was very much like an ordinary shell, except that it was nearly as long as the bore of the cannon; and the director stated that although, of course, the principle of the motor bomb was the syndicate's secret, it was highly desirable that its effects and its methods of operation should be generally known.

The repeller, accompanied by the mail steamer and all the crabs, now moved to about two miles to the leeward of the Craglevin, and lay to. The motor bomb was then placed in one of the great guns, while the scientific corps attended to the necessary calculations of distance, etc.

The director now turned to the British captain, who had been observing everything with the greatest interest, and, with a smile, asked him if he would like to commit harikari?

As this remark was somewhat enigmatical, the director went on to say that if it would be any gratification to the captain to destroy his vessel with his own hands, instead of allowing this to be done by an enemy, he was at liberty to do so. This offer was immediately accepted, for if his ship were really to be destroyed, the captain felt that he would like to do it himself.



THE BRITISH CAPTAIN DESTROYING HIS OWN SHIP.

When the calculations had been made and the indicator set, the captain was shown the button he must press, and stood waiting for the signal. He looked over the sea at the Craglevin, which had settled a little at the stern, and was rolling heavily, but she was still a magnificent battle ship, with the red cross of England floating over her. He could not help the thought that if this motor

mystery should amount to nothing, there was no reason why the Craglevin should not be towed into port, and be made again the grand war ship that she had been.

Now the director gave the signal, and the captain, with his eyes fixed upon his ship, touched the button. A quick shock ran through the repeller, and a black gray cloud, half a mile high, occupied the place of the British ship.

The cloud rapidly settled down, covering the water with a glittering scum which spread far and wide, and which had been the Craglevin.

The British captain stood for a moment motionless, and then he picked up a rammer and ran it into the muzzle of the cannon which had been discharged. The great gun was empty. The instantaneous motor bomb was not there.

Now he was convinced that the syndicate had not mined the fortresses which they had destroyed.

In twenty minutes the two British officers were on board the transport, which then steamed rapidly westward. The crabs again took the repeller in tow, and the syndicate's fleet continued its eastward course, passing through the wide expanse of glittering scum which had spread itself upon the sea.

They were not two-thirds of their way across the Atlantic when the transport reached St. Johns, and the cable told the world that the Craglevin had been annihilated.

This news was received with amazement, and even consternation. It came from an officer in the Royal navy, and how could it be doubted that a great man-of-war had been destroyed in a moment by one shot from the syndicate's vessel? And yet, even now, there were persons who did doubt, and who asserted that the crabs might have placed a great torpedo under the Craglevin; that a wire attached to this torpedo ran out from the repeller, and that the British captain had merely fired the torpedo. But hour by hour, as fuller news came across the ocean, the number of these doubters became smaller and smaller.

In the midst of the great public excitement which now existed on both sides of the Atlantic—in the midst of all the conflicting opinions, fears and hopes—the dominant sentiment seemed to be, in America as well as in Europe, one of curiosity. Were these six crabs and one repeller bound for the British Isles? And if so, what did they intend to do when they got there?

It was now generally admitted that one of the syndicate's crabs could disable a man-of-war; that one of the syndicate's repellers could withstand the heaviest artillery fire, and that one of the syndicate's motor bombs could destroy a vessel or a fort. But these things had been proved in isolated combats, where the new methods of attack and defense had almost undisturbed opportunity for exhibiting their efficiency. But what could a repeller and half a dozen crabs do against the combined force of the Royal navy, a navy which had in the last few years regained its supremacy among the nations, and which had made Great Britain once more the first maritime power in the world?

The crabs might disable some men-of-war, the repeller might make her calculations and discharge her bomb at a ship or a fort, but what would the main body of the navy be doing meanwhile? Overwhelming, crushing and sinking to the bottom crabs, repeller, motor guns and everything that belonged to them.

In England there was a feeling of strong resentment that such a little fleet should be allowed to sail with such intent into British waters. This resentment extended itself not only to the impudent syndicate, but toward the gov-

ernment, and the opposition party gained daily in strength. The opposition papers had been loud and reckless in their denunciations of the slowness and inadequacy of the naval preparations, and loaded the government with the entire responsibility, not only of the damage which had already been done to the forts, the ships, and the prestige of Great Britain, but also for the threatened danger of a sudden descent of the syndicate's fleet upon some unprotected point upon the coast. This fleet should never have been allowed to approach within a thousand miles of England. It should have been sunk in mid-ocean, if its sinking had involved the loss of a dozen men-of-war.

In America a very strong feeling of dissatisfaction showed itself. From the first the syndicate contract had not been popular, but the quick, effective and businesslike action of that body of men, and the marked success up to this time of their inventions and their operations, had caused a great reaction in their favor. They had, so far, successfully defended the American coast, and when they had increased the number of their vessels, they would have been relied upon to continue that defense. Even if a British armament had set out to cross the Atlantic, its movements must have been slow and cumbersome, and the swift and sudden strokes with which the syndicate waged war could have been given by night and by day over thousands of miles of ocean.

Whether or not these strokes would have been quick enough or hard enough to turn back an armament might be a question, but there could be no question of the suicidal policy of sending seven ships and two cannon to conquer England. It seemed as if the success of the syndicate had so puffed up its members with pride and confidence in their powers that they had come to believe that they had only to show themselves to conquer, whatever might be the conditions of the contest.

The destruction of the syndicate's fleet would now be a heavy blow to the United States. It would produce an utter want of confidence in the councils and judgments of the syndicate, which could not be counteracted by the strongest falls in the efficiency of their engines of war, and it was feared that it might become necessary, even at this critical juncture, to annul the contract with the syndicate, and to depend upon the American navy for the defense of the American coast.

Even among the men on board the syndicate's fleet there were signs of doubt and apprehensions of evil. It had all been very well so far, but fighting one ship at a time was a very different thing from steaming into the midst of a hundred ships. On board the repeller there was now an additional reason for fears and misgivings. The unlucky character of the vessel when it had been the Tallapoosa was known, and not a few of the men imagined that it must now be time for some new disaster to this ill-starred craft, and if her evil genius had desired fresh disaster for her, it was certainly sending her into a good place to look for it.

But the syndicate neither doubted nor hesitated, nor paid any attention to the doubts and condemnations which they heard from every quarter. Four days after the news of the destruction of the Craglevin had been telegraphed from Canada to London, the syndicate's fleet entered the English channel. Owing to the power and speed of the crabs, Repeller No. 11 had made a passage of the Atlantic which in her old naval career would have been considered miraculous.

Craft of various kinds were now passed, but none of them carried the British flag. In the expectation of the arrival of the enemy, British merchantmen and fishing vessels had been advised to keep in the background until the British navy had concluded its business with the vessels of the American syndicate.

As has been said before, the British admiral had adopted a new method of defense for the rudders and screw propellers of naval vessels against the attacks of submerged craft. The work of constructing the new appliances had been pushed forward as fast as possible, but so far only one of these had been finished and attached to a man-of-war.

The Llangaron was a recently built ironclad of the same size and class as the Admiral; and to her had been attached the new stern defense. This was an immense steel cylinder, entirely closed, and rounded at the ends. It was about ten feet in diameter, and strongly braced inside. It was suspended by chains from two davits which projected over the stern of the vessel. When sailing this cylinder was hoisted up to the davits, but when the ship was prepared for action it was lowered until it lay, nearly submerged, astern of the rudder. In this position its ends projected about fifteen feet on either side of the propeller blades.

It was believed that this cylinder would effectively prevent a crab from getting near enough to the propeller or the rudder to do any damage. It could not be torn away as the stern jacket had been, for the rounded and smooth sides and ends of the massive cylinder would offer no hold to the force of the crabs; and, approaching from any quarter, it would be impossible for these forceps to reach rudder or screw.

(Continued on third page)



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